

Free Flight news



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DIARY

September 3 (Friday) Little Rissington	BMFA Southern Gala. O/G (Pilcher), O/R (Flight), O/P (Short), F1H (Ripmax), F1G, F1J/BMFA½A (Quickstart), SLOP, Mini-vintage, E.30, CO2, HLG, Catapult Glider	September 19 Sculthorpe	SAM 35/BMFA Vintage at the Stonehenge Cup. See FFn 0407 and 8. Wakefield (4oz & 8oz), Ltwt Rubber (34" max span), Vint G (100m line). Start 10am. C Strachan, tel 01223 860498 chris.strachan@btinternet.com
September 4-5 Newbigging	Sat: All-in-open for Paisley Trophy; Sun; Cranfield Classic. Both days 10.00 to 17.30. See FFn 0406. Contact: J Arnott, 01383 510279, arnott.downside@quista.net	September 24 Lubomia, Poland	Open International World Cup F1E. Contact: Wieslaw Dziuba, Ul. Zorska 12 m 2, 44-203 Rybnik, Poland , tel: +48 32 42 230 81, email: dziuba@poczta.onet.pl
September 4-5 Salisbury Plain	FF Trimming. Send SAE to Bernard Aslett, 25, Honeyhill, Wooton Bassett, Swindon, SN4 7DX to get on Army security list and obtain site map; essential to phone Peter Tribe 01225 862748 on Friday before.	September 25 Račibórz, Poland	Open International World Cup F1E. Marek Lysowski, Ul. Sienkiewicza 8/10, 47-400 Raciborz, Poland, tel +48 32 41 92 741, mlysakowski@poczta.onet.pl
September 5 Near Sheffield	BMFA F1E. Contact & CD Steve Philpott, 0121 354448	September 25-26 Sculthorpe	BMFA Team Trials. F1A, F1B, F1C. Contact: Mike Woodhouse, 01603 457754
September 9 Rana near Louny, Czech Republic	Open International. World Cup F1E. Ivo Kornatovsky, Pod Nadrazim 128, 33101 Plasy, Czech Republic, adpro@iol.cz	September 25-26 Salisbury Plain	FF Trimming. See entry for Sept 4-5
September 10-13 Rana, Czech Rep	European Championships F1E senior and junior	October 2 Tass, Hungary	Arva Janos Memorial F1A, F1B, F1C. Contact: Arva Janos, Scherer Ferenc ut 7, 5700 Gyula, Hungary, ani@gyulahus.hu
September 12 Area Venues	BMFA 5th Area. O/R Team (Farrow/Plugge), F1A (S.M.A.E.), F1J/BMFA½A, SLOP (Plugge)	October 3 Crivelle, TO, Italy	Coppa Guibo Fea. F1G G. Gastaldo, Strada Nuovatetti 25/B, 10038 Rivoli, Italy, T+39 011 9536819, fax+39 011 4155744
September 16-18 Orel, Russia	Cup of Aviaprom. World Cup F1A, F1B, F1C. Contact: Nadegda Smegovay. 88-8 Volokolamskoe sh., 125362 Moscow, Russia, tel: +7 095 491 97 47, fax: +7 095 491 97 47, email: fas@cnt.ru	October 4-9 Slanic, Romania	Indoor World Championships F1D senior and junior.
September 18-19 Sculthorpe, Fakenham - Norfolk, UK	Stonehenge Cup. World Cup F1A, F1B, F1C. Contact: M Woodhouse, 12 Marston Lawe, Eaton, Norwich, Norfolk NR4 6L2, UK, tel/fax: +44 1603 45 77 54	October 8-9 Oberkotzau, Germany	Oberkotzau World Cup event F1E. Contact: Peter Kuttler, Schneebergstr. 26, 95145 Oberkotzau, Germany, tel: +49 9286 61 87, email: peter-kuttler@web.de
		October 10 Area Venues	BMFA 6th Area. O/G Team (Model Engineer/Plugge), F1C (Astral), F1G (Plugge) Tailless
		October 8-10 Novo Mesto, Slovenia	Krka Cup World Cup F1A,F1B,F1C Damjan Zulic, T+386 41 610 737, web: http://freeweb.siol.net/zulicbor/krkacup.htm

FF JUNIOR WORLD CHAMPIONSHIPS, MONCONTOUR, FRANCE, AUGUST 8-14

Report by Ian Kaynes

This event followed the Poitou competition, but held on a different field and with rather different weather. The field was farm fields covering a large area and it was reported that crops had been chosen especially to allow harvest before the championships. There were thus only a few scattered fields of sunflowers and maize in the area.

The opening ceremony was held on the Moncontour sports field, preceded by the teams marching from the town hall behind the town band and a decorated float carrying a model of each class and even a representation of the sporting code.

Teams were accommodated in Moncontour in a holiday village cabins or the camp site or hotels in neighbouring towns. In a good centralising feature evening meals were served to everyone in a single location in Moncontour, with breakfast and lunch on the field. It all seemed to work very well, except for some problems with the state of the cabin hired by the Israeli team and guaranteed by deposit by the organisers

At the team managers meeting, there was strong agreement with the proposal not fly any supermax rounds. The organisers were keen to encourage the juniors by reaching a flyoff and not eliminate their hopes by dropping an early long flight.

Processing was carried out on the field during the practice day, recording and marking the models to be used. Late processing was allowed for two Americans who had their models delayed in transit. Bauer and Scheiman had flown on BA via London to Paris during the previous week. Their model boxes had been held up by the baggage problems that followed a thunderstorm at Heathrow (it had been quite a storm - I had been flying from Glasgow to Heathrow at that time and very pleased that I did not have connecting flights to catch or baggage - the airport closed for 2 hours, many flights cancelled, areas flooded, and even the car park barriers had stopped working). After some days the model boxes were part of a consignment sent to Paris by road, but French custom officials would not work over the weekend to release them. Eventually, all efforts to get the boxes failed and they had to fly other people's models - much more difficult than using the models you had practised with and were used to flying.

F1A started in pleasant weather of light winds and partly sunny, although towing was rather heavy going on the ploughed fields after a lot of overnight rain. The 7.30 start was delayed a quarter of an hour while the initial starting line was repositioned so that there was a good view from all poles (instead of a few being in a dip in the field) - this was the only time there was any form of delay or difficulty resulting from organisation, which was superb at all other times.

Without having to make more than a standard 3 minutes, more than half the entry got off to a good start by maxing. It would have been more if a cool overcast had not set in for the last quarter of an hour of the round. One of those to loose out in this period was Brindley Taylor. British team mates Matthew Cuthbert and Richard Jack had already maxed but, despite a good launch, Brindley was in poor air and glided down in just over two minutes.

A stronger breeze developed for round two and the second Brit misfortune came to Matthew Cuthbert. After towing for about 15 minutes he launched under a good model coming from upwind, but his turn was very open and a persistent stall developed, bringing the model down well short of the max. The team despondency was completed when Richard dropped in round 3.

The wind was up to moderate for the later part of the morning. The timetable was adjusted to have 5 rounds in the morning and the final 2 after a long lunch break. By lunch time there were just 6 full scores. The final two rounds were flown in breezy sunny weather with strong thermals. These were taking models a fair distance but still on the field, and the adjacent down was giving some poor scores. The only one with a full score to suffer this was the defending champion Casaba Nagy. There was only minor rearrangement of the teams scores, with Netherlands edging into third place, after Israel and Russia.

The flyoff was held at 19.00 in pleasant sunny conditions and made a fitting climax to the event. Three immediately circled downwind while Teemu Taponen of Finland waited on the ground before going straight up and off. Niels Wijnhoven (Netherlands) and Sergey Protopopov (Ukraine) launched together, the Dutchman's zoom launch getting higher than the Ukrainian bunter. The difference was most important as the models had the best air and Niels won by a margin of 41 sec with a flight of 4.27. Many people found it refreshing that the winner had a zoom model which he had largely built himself beating a standard Ukrainian model. All the Dutch team are 15, so they still have a few more Euro and World Junior Champs to go.

F1B morning dawned sunny and calm. Only three of the 29 competitors dropped the first three minute max, although there was some flapping under low models (with no obvious benefit seen in the early morning air). It became breezier and rain looked possible in round 3 but it never came and cleared to be sunny and thermally by round 4. With the wind getting up, models in lift gave the retrievers plenty of work. This round was a disaster for American flyer Sarah Radziunas. She had been flying so competently and independently all morning but in this round the time became a factor after shee broke two motors and then had the model dive in from launch when the DPR did not start the prop. She was ready again in the the last five minutes of the round, but preparations must have been hurried for the model dived into the ground for 9 seconds with the VIT staying on power setting.

There were 12 full scores left by lunchtime, including the sole British flyer Daniel Billam. The break was used as an opportunity to move the starting line further upwind so that now there was about 3km clear space downwind before reaching trees and a village. The start was delayed to 17.00 but the wind was then close to the 9 m/sec limit while a storm passed nearby. After a further wait to 17.35 it appeared better but the wind stayed quite strong. It was a real test of the junior flyers. Daniel Billam was one of those to suffer. He launched late after a lull and failed to find good air and landed 114 sec short of the max. A Russian had also dropped in this round, leaving 10 clear at the start of the last round. Unluckiest of the three to fail from this group was Taylor Gunder of USA. He had his motor break just after the model was launched. Perversely, the prop stayed in place and the model transitioned and glided to give a flight of 24 sec, tantalising above a 20 sec attempt.

The team honours were taken by Ukraine, with Israel in silver position and Russia bronze. The wind was still strong and so it was decided to hold the flyoff the following morning. The start signal was given at 7.15 in overcast conditions and wind of only 3 m/sec. All the models were seen down and Alexei Burdov retained his title with a 5 minute flight almost half a minute ahead of Avrahm, who was a minute in front of Gorbun junior in third place. Team results had Ukraine winning, Israel second and Russia third, the latter two having also figured in F1A team.

By the time the power event started at 7.45 the wind had got up to 5 m/sec and increasing wind was going to be the trend of the day. A small entry of 5 countries were flying combined F1J

and FIP models. Both were being flown to 3 minute maxes, with motor run standard for the class (i.e. 7 sec for FIJ and 10 sec for FIP). Numbers were augmented as a result of allowing teams of up to 4 people if at least one was flying FIP. The top high-tech FIJ undoubtedly had masses of performance, but the FIPs put in good performance - both classes seem to have rather generous engine runs...

The start of round 3 was delayed while heavy rain was falling, when it did start the wind was at 7 m/sec. An early lunch break was started after round 4, during which a spectacular storm hit.

This cleared quickly and in fact some good weather was missed before the scheduled restart at 15.00 – by which time another storm was approaching with very strong winds. After the rain had stopped round 5 was flown but the wind was still close to the 9 m/sec limit. There was some very good flying in this wind. Amanda Barr USA was one of many making a good launch and climb on trim, but in her case this was wasted when her FIP DTed off the top of the run. Compatriot Code Secor was most unlucky to drop one second from his clean score when his model glided into the top of a tall tree. The retrievers were kept very busy collecting these very long flights.

F1A

1	Niels Wijnhoven	NED	1260	+267						
2	Sergey Protopopov	UKR	1260	+216						
3	Teemu Taponen	FIN	1260	+209						
4	Anton Gorskiy	RUS	1260	+163						
5	Janis Zarins	LAT	1260	+161						
6	Assaf Keren	ISR	180	180	180	175	180	180	180	1255
7	Balazs Mihaly	HUN	180	180	180	180	172	180	180	1252
8	Milan Jinda	CZE	180	180	150	180	180	180	180	1230
9	Edgar Bernard	FRA	177	174	180	154	180	180	180	1225
10	Max Herwig	GER	180	180	180	180	137	180	180	1217
10	Noon Ofer Ben	ISR	137	180	180	180	180	180	180	1217
12	Andreyi Naloev	RUS	180	180	120	180	180	180	180	1200
13	Stan Spruytenburg	NED	180	180	118	180	180	180	180	1198
14	Zsolt Baki	HUN	180	116	180	180	180	180	180	1196
15	Marcel Waechtler	GER	180	114	180	180	180	180	180	1194
16	Avner Shimony	ISR	152	180	180	129	180	180	180	1181
17	Daniel Findahl	SWE	180	180	143	180	137	180	180	1180
18	Lauri Kutvonen	FIN	180	103	180	180	180	180	164	1167
19	Stephan Radim	CZE	83	180	180	180	180	180	180	1163
20	Michael Avallone	USA	180	180	158	180	180	180	104	1162
21	Alexey Katine	RUS	180	172	146	180	123	180	180	1161
22	Bostjan Bagari	SLO	178	180	78	180	180	180	180	1156
23	Csaba Nagy	W/C	180	180	180	180	180	180	75	1155
24	David Kamrla	CZE	112	167	180	142	180	180	180	1141
25	Istvan Szentpeteri	HUN	157	180	180	122	180	135	180	1134
25	Mark Rossen	NED	173	160	110	180	151	180	180	1134
27	Tyler Secor	USA	155	180	180	180	180	180	78	1133
28	Matthew Cuthbert	GBR	180	130	140	140	180	180	180	1130
29	Toms Dreika	LAT	180	180	146	177	180	83	180	1126
30	Samuel Cesbron	FRA	180	180	180	156	180	67	180	1123
31	Thomas Stalhandske	SWE	180	180	171	144	180	85	180	1120
32	Pavel Marakhovskyy	UKR	180	125	180	180	180	93	180	1118
33	Gael Thoreau	FRA	138	180	180	180	180	180	79	1117
34	Tuomo Kiiskinen	FIN	180	77	121	180	180	180	180	1098
35	Oskars Grigals	LAT	180	180	151	180	180	122	104	1097
36	Modestas Snukiskis	LTU	180	135	180	180	180	50	180	1085
37	Szymon Czerwinski	POL	154	175	131	180	89	180	168	1077
38	Alar Mihhailov	EST	180	180	180	88	177	180	91	1076
39	Daniela Pavaluc	ROM	180	43	118	180	180	180	180	1061
40	Brian Bauer	USA	180	90	134	180	180	180	115	1059
41	Gabriela Domokova	SVK	180	160	88	159	106	180	180	1053
42	Brindley Taylor	GBR	127	180	142	180	62	180	180	1051
43	Mihkel Joala	EST	180	120	180	132	180	180	78	1050
44	Krzysztof Tarka	POL	167	116	180	180	180	128	95	1046
45	Richard Jack	GBR	180	180	163	147	180	9	180	1039
46	Tomas Sedlacek	SVK	180	83	180	180	28	180	180	1011
46	Dmytro Levchenko	UKR	180	180	99	34	180	180	158	1011
48	Jan Samak	SVK	146	145	180	180	111	66	168	996
49	Davis Seren	GER	160	111	60	180	180	180	118	989
50	Eldar Ahmetov	EST	111	47	140	145	163	180	180	966
51	Tomasz Drozdowski	POL	150	177	42	55	180	29	180	813
52	Jernej Grom	SLO	77	111	88	180	65	138	85	744
53	Albin Nilsson	SWE	104	180	67	6	13	62	180	612
54	Tadas Matiejunas	LTU	180	128	5	0	0	0	0	313
Number of maximums			35	30	28	36	39	40	38	
Number of full scores			35	21	11	8	6	6	5	

Next morning the wind was again down to 3 m/sec and both rounds were flown in relatively pleasant weather. The flyoff, an all American affair – incredibly they had the top 4 places – would be flown to a 7 min max. The 2003 FIC flyoff in Hungary was remembered with a flyoff at 9.00 in the morning.

The championships closed as they had begun, with a ceremony on the sports field, followed by a banquet which was notable for slow service and the high spirits of the Israeli contingent. The 2006 Junior Championships will be in Germany.

1	Alexei Burdov	W/C	1260	+301						
2	Rejwan Shauli Avrahm	ISR	1260	+278						
3	Yevheiy Gorban	UKR	1260	+210						
4	Benjamin Marquois	FRA	1260	+183						
5	Stephen Jallet	FRA	1260	+182						
6	Mykhaylo Makhnytskyy	UKR	1260	+165						
7	Laurynas Gircys	LTU	1260	+118						
8	Artur Aprudov	UKR	180	180	177	180	180	180	180	1257
9	Daniel Billam	GBR	180	180	180	180	180	166	178	1244
10	Noon Ofer Ben	ISR	180	180	180	162	180	180	180	1242
11	Philip Scheiman	USA	180	180	160	180	180	180	180	1240
12	Kacper Osyda	POL	180	180	180	180	180	180	155	1235
13	Alexandr Trokhimik	RUS	180	180	180	180	180	141	180	1221
14	Thomas Seren	GER	180	180	180	180	180	180	120	1200
14	Zhysek Nemec	CZE	125	180	180	175	180	180	180	1200
16	Sergey Smirnov	RUS	180	141	180	180	180	180	156	1197
17	Aleksey Antonchik	BLR	180	169	180	176	180	180	130	1195
18	Marius Bliujus	LTU	165	129	180	180	180	180	180	1194
19	Gennadiy Pavlov	RUS	180	180	174	109	180	180	180	1183
20	Adrian Pakoca	POL	180	180	180	179	180	120	140	1159
21	Christian Fux	GER	180	180	180	165	180	125	135	1145
22	Oded Fischer	ISR	180	180	180	137	180	132	143	1132
23	Taylor Gunder	USA	180	180	180	180	180	180	24	1104
24	Sebastian Buchwald	GER	161	158	180	89	180	180	149	1097
25	Rafal Budzon	POL	180	180	104	180	91	180	180	1095
26	Sarah Radziunas	USA	180	180	180	9	180	180	154	1063
27	Luka Hribar	SLO	180	162	180	148	180	180	0	1030
28	Lea Marquois	FRA	180	180	180	134	180	7	162	1023
29	Renaldas Seinauskas	LTU	180	180	180	160	106	107	30	943
Number of maximums			26	24	25	17	27	22	15	
Number of full scores			26	23	19	12	12	10	7	

	Country	Abbrev	Total	Round-by-round team place								Team member places		
1	Ukraine	UKR	3777	1	1	3	1	1	1	1	3	6	8	
2	Israel	ISR	3634	1	1	1	3	3	2	2	2	10	22	
3	Russia	RUS	3601	1	6	6	6	4	3	3	13	16	19	
4	France	FRA	3543	1	1	1	2	2	6	4	4	5	28	
5	Poland	POL	3489	1	1	8	4	7	7	5	12	20	25	
6	Germany	GER	3442	8	7	5	7	5	5	6	14	21	24	
7	USA	USA	3407	1	1	4	8	8	4	7	11	23	26	
8	Lithuania	LTU	3397	7	8	7	5	6	8	8	7	18	29	
9	Great Britain	GBR	1244	9	9	9	9	9	9	9	9			
10	Czech Republic	CZE	1200	12	12	12	12	12	12	10	14			
11	Belarus	BLR	1195	9	10	10	10	10	10	11	17			
12	Slovenia	SLO	1030	9	11	11	11	11	11	12	27			

F1A TEAM RESULTS

	Country	Abbrev	Total	Round-by-round team place								Team member places		
1	Israel	ISR	3653	14	6	3	4	3	1	1		6	10	16
2	Russia	RUS	3621	1	2	5	3	5	2	2		4	12	21
3	Netherlands	NED	3592	5	3	7	6	7	4	3		1	13	25
4	Hungary	HUN	3582	7	8	4	5	4	5	4		7	14	25
5	Czech Republic	CZE	3534	16	13	10	9	9	9	5		8	19	24
6	Finland	FIN	3525	1	14	12	8	8	8	6		3	18	34
7	Latvia	LAT	3483	1	1	2	1	1	7	7		5	29	35
8	France	FRA	3465	10	4	1	2	2	6	8		9	30	33
9	Germany	GER	3400	6	12	13	11	11	10	9		10	15	49
10	Ukraine	UKR	3389	1	5	6	12	10	11	10		2	32	46
11	USA	USA	3354	8	10	8	7	6	3	11		20	27	40
12	Great Britain	GBR	3220	11	9	9	10	12	13	12		28	42	45
13	Estonia	EST	3092	12	16	15	16	13	12	13		38	43	50
14	Slovakia	SVK	3060	9	15	14	13	15	14	14		41	46	48
15	Poland	POL	2936	12	11	16	15	14	15	15		37	44	51
16	Sweden	SWE	2912	15	7	11	14	16	16	16		17	31	53
17	Slovenia	SLO	1900	18	18	18	17	17	17	17		22	52	
18	Lithuania	LTU	1398	17	17	17	18	18	18	18		36	54	
19	Romania	ROM	1061	19	19	19	19	19	19	19		39		

Power F1J + F1P

1	John Lorbiecki	USA	1260	+420										
2	Austin Gunder	W/C	1260	+408										
3	Jonathan Schelp	USA	1260	+284										
4	Cody Secor	USA	180	180	180	180	179	180	180			1259		
5	Lukasz Zagorowski	POL	180	180	180	180	116	180	180			1196		
5	Mykola Ploskikh	UKR	180	180	116	180	180	180	180			1196		
7	Alexandr Korovine	RUS	180	174	167	157	132	180	180			1170		
8	Pavel Tamazine	RUS	180	180	177	162	180	92	180			1151		
9	Michael Sondhauss	GER	180	180	180	25	180	180	180			1105		
10	Alexandr Nazarov	RUS	180	180	180	44	180	180	138			1082		
11	Robert Sawka	POL	143	180	160	109	99	180	180			1051		
12	Andriy Ignatenko	UKR	129	180	0	180	180	180	180			1029		
13	Johannes Seren	GER	114	127	113	180	128	180	180			1022		
14	Mykhaylo Makhnysky	UKR	180	156	180	101	96	180	127			1020		
15	Dominik Pelka	POL	180	180	180	85	51	163	138			977		
16	Stanislav Samus	UKR	180	180	53	180	65	100	180			938		
17	Amanda Barr	USA	180	180	124	116	65	42	146			853		
18	Christian Fux	GER	49	46	8	49	3	118	142			415		
19	Michal Saluga	POL	180	35	26	63	13	31	7			355		
20	Vladimir Fedotov	RUS	0	64	0	0	0	0	0			64		
Number of maximums				15	14	9	9	8	13	13				
Number of full scores				15	12	8	5	3	3	3				

F1J/P TEAM RESULTS

	Country	Abbrev	Total	Round-by-round team place								Team member places		
1	USA	USA	3779	1	1	1	1	1	1	1		1	3	4
2	Russia	RUS	3403	1	2	2	2	2	2	2		7	8	10
3	Ukraine	UKR	3245	4	4	4	4	3	3	3		5	12	14
4	Poland	POL	3224	3	3	3	3	4	4	4		5	11	15
5	Germany	GER	2542	5	5	5	5	5	5	5		9	13	18

Challenge France

		F1A	F1B	F1J/P	total
1	Russia	3621	3601	3403	10625
2	USA	3354	3407	3779	10540
3	Ukraine	3389	3777	3238	10404
4	Poland	2936	3489	3224	9649
5	Germany	3400	3442	2542	9384

INDOOR RECORD

The FAI has published the following record claim. Class F1L duration with ceiling 15m - 30m. The time 22 min 32 sec was set by Stan Chilton on August 15 at West Baden, USA. The current record is 21 min 23 sec set by Akihiro DANJO, Japan, on October 20 2001. The record is provisional until ratified by the FAI.

BEAUVOIR-SUR-NIORT, JULY 30 TO AUG 1

Report by Andrew Crisp

This is only the second time I have been to the Azay Le Brûle club contests at Beauvoir-sur-Niort. It really is a sweet little affair, but with dawn to dusk flying, it is tough as well. Temperatures this year were often in the 90s. Camping was available at the local football ground, conveniently opposite a supermarket and garage, and but a five minute drive from the flying site. This was the as-to-be-expected farmers' fields of cut corn, with the odd area of sunflowers, which seemed shorter and less densely planted than in previous years.

The local windmill, perched on a ridge, overlooked the proceedings, although it is no longer the venue for the prizegiving.

Flying combined the larger international classes, F1A, B and C, the minis FIG, H and J, and some local events for different age categories. The two days consisted of four rounds of the big jobs between 7am and 10am, then three more in the evening. Three rounds of mini could be flown at leisure any time between. This also applied to the local classes.

I flew both F1A and F1H, so was kept busy doing 20 competition flights in all. Both days started and finished with light air. The middle of the day gave the normal French conditions of massive lift, sometimes decaying without reason, to dump a model down short of what seemed to be a 'cert' max. My last flight in F1H was a perfect example.

The small, but select entry in F1J provided an exciting flyoff. Fred Chilton DTed early in the 4 minute round and the (provided) timekeeper appeared to stop the watch when the tail cocked up, rather than when the model landed. There was no time for either an argument or a re-fly, and Fred accepted his third place with good grace.

The next flyoff was for 5 minutes and this was achieved by Tassilo Schwend, who, despite having an inferior pull-out, with several stalls, "milked" the air better low down compared to rival John Bailey. John flew his swift climbing "Fast Show", previously featured in FFn.

The winner flew an F1J version of Mike Achterberg's "Arcturus" and Tassilo had covered it with a light and dark blue décor – not my ideal choice for visibility, although it stood out well enough against the bright blue sky and parched stubble fields.

Those with extremely long memories may recall Schwend flying in the famous 1960 Power World Championships at Cranfield. Being an anorak on these matters, I reminded him that he flew a beefed-up "Swiss Miss" design, powered by a Webra Mach One. He was pleasantly astonished that anyone could be concerned with such trivia, as he did not place very high on that occasion!

The prizewinners received their spoils on an Olympic style rostrum – a tasteful, engraved plaque (windmill and all). and a large, apparently burnt, cake. This looked like a leather trinket box, but was actually quite good when you dug into it, and appeared to improve with keeping.

The leisurely meal which followed in the hot French afternoon was an excellent affair. Course followed course and bottle followed bottle. Conversation became quite animated, and it was not necessarily about the latest design trends!

This contest deserves a bigger entry. Why don't you come along next year and be part of the fun?

F1A 18 flew

1	B Trachez	FRA	2640
2	S Chabot	FRA	2580
3	B Bernard (J)	FRA	2520
4	C Breeman	BEL	2504
5	G Bernard	FRA	2499
6	E Bernard (J)	FRA	2487

F1B 11 flew

1	R Piserchio	USA	2640
1	W Feyth	NED	2640
3	H van Hoorn	NED	2580
4	M Faassen	NED	2560
5	P Ruyter	NED	2498
6	G Matherat	FRA	2418

F1C

1	A Roux	FRA	1160
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F1G 13 flew

1	J-L Drapeau	FRA	720	+240	+309
2	J Clapp	USA	720	+240	+256
3	W Feyth	NED	720	+234	
4	P Brocks	USA	720		
5	P Ruyter	NED	712		
6	F Nreaudeau	FRA	701		

F1H 13 flew

1	S Chabot	FRA	720
2	A Crisp	GBR	715
3	R Pouzet	FRA	652
4	B Bernard (J)	FRA	628
5	U Kiehnle	GER	609
6	H Peper	GER	605

F1J 5 flew

1	T Schwend	GER	720	+240	+300
2	J Bailey	GBR	720	+240	+292
3	F Chilton	GBR	720	+233	

POITOU, Noizé, Thouars, France, August 5-7

Report by Andrew Crisp

Poitou is the event that sets the standard for other World Cup competitions to try to emulate. The organisation is thought-out to a tee, timekeepers are well looked after, and the contest directors are helpful and friendly.

The only downside is that you have to mentally attune yourself for getting a few (well, quite a few sometimes) holes in the covering on DT landings. Actually, as the weekend goes on the stubble gets flattened with all the activity, and the holes seem to get less!

2004 was a classic Poitou. The weather was hot, it never got windy, and it didn't rain. Entries were large, enhanced by many juniors and supporters up for the following Junior World Championships.

The way that many of these youngsters flew and handled their models (OK, so that they may not all have built them) would put many old timers to shame. May I instance Sarah Radziunas of the USA, who operated her Wake completely on her own, and would like she really meant business.

Thursday saw the two minute contests (i.e. minis) crammed into the morning. The big max in the first round at 7am effectively did away with the need for later flyoffs in F1G and F1H. F1J saw a convincing one two for GB, Screen and Watson outclassing Schwend and Oxager who had climb pattern problems with his immaculately prepared ship.

The F1H contest saw very confident flying from Brian van Nest and Victor Stamov. Their bunting gliders were in a class of their own - note first round flights of 3.49 and 3.24 - and made much of what we see in this country in this class seem rather ordinary.

Coupe had a large entry of 44, and for once, the very large, long running model of Anselmo Zeri had to be content with second place, as Frenchman Bernard Michaud produced an excellent dawn flight of 4.35. Top placing Brit, Don Thomson, was a fine fourth, and still faithful to the square sectioned fuselage.

Poitou proper saw Wake and power on the Friday, with F1A on Saturday. The comps were flown morning and late afternoon with a long "lunch" break between the fourth and fifth rounds. For F1B and C the first round was flown to a 4 minute maximum, the last to 5 minutes.

In Wake, despite these hurdles, 13 from an entry of 62 made it through to a flyoff. Britain was represented by Mike Woodhouse and Dave Greaves, but despite both comfortably clearing 4

minutes, they had some way to go to stay in contact with the almost inevitable leaders Zeri and Kulakovsky, who recorded 6.22 and 6.09 respectively. And I thought that 30 grammes of rubber was meant to reduce performance!

F1C saw some hot flying, especially from US junior Austin Gunder. But only two seasoned performers had full houses to fly off. Stafford Screen had the higher climb, whereas Rienhard Truppe held up better on the glide (or had better air) to win by 6.31 to 5.03. Both used geared motors and Verbitsky style models.

F1A had 4 minute maxes for the first and last rounds. This presented no problem to many of the 122 competitors. Decaying air in the heat of the day caught out many "names" - Stamov and Ball to name but two - leaving 10 to fly off.

Just out of the medals was glamorous Veronika Vivchar, who, obeying the advice, nay commands, of the Ukrainian contingent went straight up and off to make 4.29 and fourth place. Britain was represented by the consistent John Cooper, who despite a decent launch into neutral air, could not match the 1½ times line height starts of Valo and Findahl (5.45 and 5.38 respectively). These guys really are the business and their model GLIDE!

What do we learn from this year's Poitou? You can get so far with well prepared, modest equipment, but you need a super model and faultless flying technique to break into the elite circle of regular winners at this level.

And so till next year...

F1A 122 flew

1	J Valo	FIN	1260	+120e	+345
2	P Findahl	SWE	1260	+120e	+338
3	F Aberlenc	FRA	1260	+120e	+279
4	V Vivchar (J)	UKR	1260	+120e	+269
5	B Trachez	FRA	1260	+120e	+252
6	C Bachmann	SUI	1260	+120e	+247
7	B Nyhegn	DEN	1260	+120e	+230
8	J Cooper	GBR	1260	+120e	+197
9	E Ragot	FRA	1260	+120e	+181
10	E Or	ISR	1260	+120e	+48
11	M Van Dijk	NED	1260	+110e	
11	J Seren (J)	GER	1260	+110e	
13	B Van Nest	USA	1260	+104e	
13	F Pourias	FRA	1260	+104e	
15	D Seren (J)	GER	1260	+102e	
16	P Chaussebourg	FRA	1260	+99e	
17	A Rink	GER	1260	+94e	
18	B Bockle	GER	1260	+75e	
19	G Bernard	FRA	1260	+73e	
20	I Kreetz	NED	1260	+70e	
21	G Aringer	AUT	1260	+61e	
22	D Kamrla (J)	CZE	1256		
23	L Bajorat	GER	1255		
24	A Nuttgens	GER	1254		
24	T Oxager	DEN	1254		

F1A-Junior 33 flew

1	V Vivchar	UKR	1260	+120e	+269
2	J Seren	GER	1260	+110e	
3	D Seren	GER	1260	+102e	
4	D Kamrla	CZE	1256		
5	M Cuthbert	GBR	1232		
6	E Bernard	FRA	1226		
7	S Mozyrska	UKR	1216		
8	R Jack	GBR	1212		
8	A Keven	ISR	1212		
10	M Waechtler	GER	1198		
11	A -Aharon	ISR	1192		
12	B Bagari	SLO	1186		
13	G Domokova	SVK	1184		

F1B 62 flew 24 in flyoff

1	A Zeri	NED	1260	+180e	+382
2	O Kulakovsky	UKR	1260	+180e	+369
3	P Ruyter	NED	1260	+180e	+304
4	H Helmbrecht	GER	1260	+180e	+300
5	S Rejwah (J)	ISR	1260	+180e	+296
6	W Feijth	NED	1260	+180e	+283
7	M Woodhouse	GBR	1260	+180e	+267
8	H Van Hoorn	NED	1260	+180e	+261
9	S Jallet (J)	FRA	1260	+180e	+259
10	D Greaves	GBR	1260	+180e	+258
11	L Marquois (J)	FRA	1260	+180e	+252
12	R Trumpf	SUI	1260	+180e	+247
13	K Leissner	GER	1260	+180e	+243
14	J Cheneau	FRA	1260	+177e	
15	H Schoder	SUI	1260	+174e	
16	E Crins	NED	1260	+170e	
17	D Paff	GER	1260	+167e	
18	B Sauter	GER	1260	+160e	
19	A Andrioukov	USA	1260	+159e	
20	B Marquois (J)	FRA	1260	+135e	
21	D Barberis	FRA	1260	+127e	

F1C 15 flew

1	R Truppe	AUT	1260	+180e	+391
2	S Screen	GBR	1260	+180e	+303
3	K Faux	GBR	1260	+176e	
4	S Seydel	GER	1260	+169e	
5	G Aringer	AUT	1260	+163e	
6	A Gunder	USA	1260	+154e	
7	T Niiranen	FIN	1260	+145e	

Moncontour 2 minutes

F1G 40 flew

1	B Michaud	FRA	600	+155	
2	A Zeri	NED	600	+130	
3	A Rennesson	FRA	600	+724	
4	D Thomson	GBR	600	+707	
5	A Burdov	RUS	600	+97	
6	C Greaves	GBR	600	+89	

F1H 17 flew

1	B van Nest	USA	600	109	
2	V Stamov	UKR	600	+84	
3	G Madelin	GBR	600	+66	
4	J Cooper	GBR	600	+55	
5	S Vallee	FRA	595		
6	A Crisp	GBR	583		

F1J 10 flew

1	S Screen	GBR	600	+180	+
2	P Watson	GBR	600	+180	+
3	T Schwend	GER	600	+180	+
4	T Oxager	DEN	600	+180	+
5	J Serren (J)	GER	600	+172	
6	M Sondhauss	GER	600	+125	

SUMMER CUP, Stalowa Wola, Poland, Aug 6-8

F1A 14 flew

1	W Lazariwicz	UKR	1080	+60e	+120
2	K Stezalski	POL	1080	+60e	+105
3	J Kurgan	POL	1070		
4	D Stezalski	POL	1058		
5	S Kubit	POL	1047		
6	K Huber	POL	1040		
7	O Bolko (J)	POL	1036		

F1A-Junior 1 flew

1	O Bolko	POL	1036		
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F1B 4 flew 3 full scores

1	K Rozycki	POL	1260	+60e	+116
2	A Krawiec	POL	1260	+60e	+71

F1C 4 flew

1	P Krawczyk	POL	1241		
2	M Roman	POL	1151		

VÖRÖS JENO Memorial, Tass, Hungary, Jul 10

F1A 49 flew

1	P Findahl	SWE	1260	+300
2	R Holzleitner	AUT	1260	+153
3	M Bordjoski	SCG	1260	+133
4	B Ryz	CZE	1260	+108
5	R Koglot	SLO	1260	+82
6	I Treger	SVK	1260	+34
7	J Titan	SLO	1236	
8	G Domokova (J)	SVK	1222	
9	M Minarik	SVK	1205	
9	S Hubert	SVK	1205	
11	K Laszlo	HUN	1203	
12	D Krasznai (J)	HUN	1197	
13	B Gablas	CZE	1185	
14	L Kery	HUN	1175	
15	A Notaros	HUN	1171	
16	M Gruneis	AUT	1162	

F1A-Junior 10 flew

1	G Domokova	SVK	1222
2	D Krasznai	HUN	1197
3	K Maczko	HUN	1115
4	T Sedlacek	SVK	1102

F1B 8 flew 4 full scores

1	J Krasznai	HUN	1260	+300	+274
2	B Silz	GER	1260	+300	+229
3	I Kocsis	HUN	1260	+300	+166
4	I Kolic	SCG	1260	+271	

F1C 7 flew

1	L Patocs	HUN	1192
2	C Gretter	GER	1187
3	J Szecsenyi	HUN	1169

SALZLAND CUP, Stassfurt, Germany, Aug 20-22

Report by Gerhard Wöbbeking

The biggest open space for free flight in Germany is the Magdeburger Börde 100 km west southwest from Berlin. To be prepared for every wind direction a high level launching area within huge fields had been chosen, between the villages Borne and Atzendorf. Despite early contacts with the farmers (effectively only two) it was obvious, that one very long field (more than 1 km!) of maize in the southwest could be difficult with wind from northeast. We found an alternative place for northerly winds within a distance of 7 km. Disappointing was a big field with rape not sufficiently harvested despite being the down wind part of the launching area. The farmer refused to smooth it (he did it with other fields) because of hamster preservation, for which he got money. Not the hamsters but the stubble had been regarded being a danger for the models, but the prevailing wind blew them beyond. Surface of the soil was neither too dry nor too wet; the winds blew laminar with little turbulence as usual in this area.

August 20: During the warming up day (Friday) the westerly wind was dry but strong with peaks of 14 m/sec and nearly 9 m/sec average. A forecast even worse attracted little attendance to the offered classes FIG/H/H-N/J/P/P- 30/SLOP/Classics. F1H and SLOP showed good results, and a fly off in SLOP was necessary. Despite the calm in the evening it had been flown next morning at 8.

August 21: A bright and sunny day for F1B and F1C with less west wind (peaks of 9,5 m/sec, less than 6 m average). Kilometres of open fields made retrieving not too difficult, but increasing the maximum flight time would have been not fair before round 7. First round started at 9.00 h and lasted 90 min, later the rounds had been shortened to 75 min. During the last (supermax 300 sec) a storm came through. The round was interrupted and later extended to its normal length of working time. The F1B-fly off had to be postponed to the next morning

at 7 h. Visibility was good for 9 minutes and thermals were still weak; the competition had been decided.

August 22: The nicest day of all three with less wind (peaks of 8 m/sec and 5 m/sec average) and strong thermals under white cumulus clouds made F1A retrieving time consuming. Dethermalising times up to 15 minutes and huge distances demanded breaks (30 min) between the rounds (60 min, first 75min, start 8.15 h). A supermax of 5 min in round 7 showed little effect to solve the tie, so a first fly off with 7 minutes maximum had to be scheduled. One pilot (Jörg Melde) was still downwind but the Jury wanted to commence. One junior in this fly off had a timer with low limit in his straight tow model, the other (junior winner Max Herwig) turned his timer to an early DT because he still had one model in the fields and feared to loose another one. Back just in time he launched for trim flights 100 meters downwind seconds before the fly off, perplexing the CD and amusing the FAI Jury (compliance with the rules?). Nice thermals and little wind made this round a fantastic spectacle but offered no decision. This came with the second fly off without visible thermal activity. Price giving for all classes before 20 h (diplomas, watches and binoculars with compass for the World Cup firsts).

The Salzland Cup will be repeated August 19th to 20th 2005. Planning of the crop will be allowing the same place. Potatoes to be grown 2006 in the so far used starting area will demand shifting to other fields, with Junior World Champs August 21st to 26th following the World Cup the weekend before.

F1A 64 flew

1	V Stamo	UKR	1260	+120e	+420	+275
2	P De Boer	NED	1260	+120e	+420	+274
3	T Weimer	GER	1260	+120e	+420	+270
4	J Schellhase	GER	1260	+120e	+420	+243
5	J Hennig	GER	1260	+120e	+420	+217
6	L Bajorat	GER	1260	+120e	+420	+212
7	M Herwig (J)	GER	1260	+120e	+290	
8	R Schinkel (J)	GER	1260	+120e	+286	
9	J Melde	GER	1260	+120e		
10	D Sauter	GER	1260	+71e		
11	S Haase (J)	GER	1249			
12	W Siodmok	POL	1246			
13	G Aringer	AUT	1236			
14	D Halbmeier	GER	1219			
15	G Bachmann	SUI	1217			
16	M Vollbrecht	GER	1210			
17	A Schmidt	GER	1206			
18	F Adametz	GER	1191			
19	S Rumpp	GER	1182			
20	S Reuss	GER	1180			

F1A-Junior 12 flew

1	M Herwig	GER	1260	+120e	+290
2	R Schinkel	GER	1260	+120e	+286
3	S Haase	GER	1249		
4	C Thom	GER	1154		
5	D Seren	GER	1137		
6	M Wachtler	GER	1098		

F1B 38 flew

1	H Stendal	GER	1260	+120e	+423
2	H Helmbrecht	GER	1260	+120e	+383
3	H Schoder	SUI	1260	+120e	+349
4	I Kolic	SCG	1260	+120e	+316
5	T Sarpila	FIN	1260	+120e	+280
6	A Gey	GER	1260	+120e	+273
7	T Wiesiolek	GER	1260	+120e	
8	D Drelse	GER	1260	+14e	
9	W Czinczel	GER	1260	+13e	
10	H Werfel	GER	1228		
11	B Silz	GER	1216		
12	G Willemsen	NED	1208		
13	D Paff	GER	1203		
14	U Schmelter	GER	1196		

F1C 13 flew

1	G Aringer	AUT	1260	+120e
2	U Glissmann	GER	1260	+43e
3	C Wachtler	GER	1233	
4	H Clement	GER	1228	
5	M Tietz	GER	1217	
6	D Meissnest	GER	1205	

F1C-X 3 flew

1	D Hipperson	GBR	600	+300
2	G Schmidtutz	GER	600	+209

F1H-N 3 flew

1	H Jenne	GER	387	
2	H Stoffels	GER	245	

F1H 7 flew

1	T Weimer	GER	576	
2	V Stamov	UKR	550	
3	B Van nest	USA	517	

F1G 1 flew

1	H Jenne	GER	135	
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WELCOME TO THE PLEASURE DROME, CHURCH FENTON, AUGUST 15

Report by Ralph Sparrow

This was put on at very short notice, as is often the case at Church Fenton. We were not certain that we would have the airfield until the Friday. It did not give much time for publicity but FFN managed to put in a loose note in the August issue. Fortunately the "grape vine" is still a pretty good communication method and the promise of sunshine, light winds and our collective need to have a flying day "fix" brought out most of the regulars and a few welcome extras. This is the third year we have run this event that concentrates on vintage and classic classes.

It was warm and in the light drift it looked as though it was going to be too easy to max. The scores show otherwise. There were 45 competition entries, 15 less than last year. This was not surprising due, I suspect, to the short notice. Lots more people were there to trim, enjoy the sunshine and just talk.

Vintage/Classic power was the best supported of the usual classes and surprisingly only had one full house. Colin Hickmott's red and white Dixielander climbed with a perfect fast pattern for each flight to win. Frank Rushby messed up a bit with his first entry and managed to drop one second with his re-entry to get second place.

Mini Vintage rubber turned out to be a John Barker benefit affair. Everyone who managed to record a score flew a Hepcat. Two reached the fly-off with Jack Foster scoring a magnificent 7.01. Unfortunately Pete Woodhouse was still looking for his model after his third flight and so missed the fly-off.

Mick Howick and Dennis Davitt repeated their 2003 wins in Wakefield and Under 25" rubber. Terry Dilks was on form yet again for his Nord to record a 6.05 fly-off time to win glider.

Ken Croft and his Tomboy won the Bowden type precision event for cabin power models.

Unfortunately the wind had gone through 90 degrees just before fly-off time taking models over the side road. People involved in the fly-offs had to drive right around the peri-track to near the fire station. (The new rules that say we cannot drive in front of the hangers). As a result very few people saw some good fly-off flights.

Because we had been unsure whether the event would take place I had delayed getting most of the prizes until the Saturday morning. This meant that my Tesco trolley held mainly alcohol and chocolate, causing some strange looks. The usual grand prize draw finished off the prizes and the proceedings.

Thanks to Chris Hawke and Andy Brough for helping me run the event. It is always a pleasure to run and fly in contests at Church Fenton. Hence the name of the event.

4/8 oz Wakefield

1	M Howick	Jaguar	8oz	7.30 +3.26
2	J O'Donnell	New Look	8oz	7.30 +3.13
3	G Ferer	Korda	8oz	7.07
4	W Cox	Copland	4oz	6.56

Up to 25" rubber + age allowance

1	D Davitt	Fledgling	4.30+3.19
2	J Wingate	Pioneer	4.30+1.41
3	G Cutting	?	4.30+1.35
4	D Bean	Prince Hal	3.44
5	J Foster	Achilles	3.26

V.Coupe/Flight Cup

1	J O'Donnell	Jump-bis	5.58
2	D Davitt	Lo Zigalo	5.49
3	P Owens	Machoan	4.33

Mini Vintage Rubber

1	J Foster	Hepcat	6.00+7.01
2	P Woodhouse	Hepcat	6.00+DNF
3	B Cleasby	Hepcat	5.15
4	A Rushby	Hepcat	5.13
5	T Ellison	Hepcat	2.55

Midi Vintage Rubber

1	J Wingate	Bell's lgt wt	4.35
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Glider (50m x 2. 100m x 1)

1	T Dilks	Nord	100m	7.30+6.05
2	C Foster	Nord	100m	7.30+4.33
3	T Ellison	Southern Sentinal	50m	7.30+2.44
4	I Warman	Lulu	50m	6.40
5	J Howick	Chief	100m	6.29

Vintage/Classic Power 7 flew

1	C Hickmott	Dixielander	7.30
2	F Rushby (2)	Creep	7.29
3	G Shacklock	The Comet	7.15
4	C Foster	Dixielander	6.47
5	S Barnes	Ascender	6.39
6	D Clarkson	Dixielander	6.31

Bowden 9 flew

1	K Croft	Tomboy	95	points
2	M Parker	Anita	85	
3	E Smales	Miss Tiny	80	
4	A Brough	Tomboy	60	
5	P Spalding	Tomboy	45	
6	P Martin	Junior 60	DNQ	

TIMPERLEY OPEN DAY, NORTH LUFFENHAM, AUGUST 22

Report by Ralph Sparrow

We had been promised a nice weekend between the now to be expected rain and wind of summer '04. The forecast was correct and brought with it the usual southerly wind direction at North Luffenham. We had a sunny day with wind varying between 2 and 8 mph. The wind direction meant that any models hooking a strong thermal would miss the eastern end of the lake, but many models ended in the plentiful trees that lie between the airfield boundary and Normanton Lodge farm. The other factor that has caused problems at the airfield, the parascenders, was nicely resolved by actually talking to them before the event and arranging for them to have a rest day. So we had the airfield to ourselves except for the R/C club which was ok. Ironically, it wouldn't have mattered if the parascenders had been there as we wouldn't have impinged on their area, but at least it was one less problem to think about.

The Timperley club, or at least those who bother to attend the monthly meetings, had agreed to make some changes for this year's competition. Most people max in Open Rubber so why bother with the rounds? Let us have a one-flight competition. When to fly? OR models do tend to go a long way then have to be hunted down that night or go back the next day to find them. So let's be different and have the single flight at mid-day when we usually get the mid-day non-thermal conditions. This would probably have worked if there had been a "Champagne" type countdown in a flat period. However, we had a 15-minute slot and freeflyers tend to wait for lift before launching! Some did and some didn't. Look at the scores and see who did. Walt Hodgkinson's model disappeared at 18.32 but was heard for another 12 minutes and was not recovered that day. Looks as though we need a rethink.

Another change was made, this year, to the combined power engine runs and some dissension was heard and some people didn't come. (Two electric fliers took part. It will be interesting to see if the new rules encourage more electric fliers and will the motor run need to change?) Frank Rushby won in style with his glow powered Creep. (If the engine runs had been unchanged from last year he would have won with an even bigger margin so, were the new runs correct?) Trevor Payne was unlucky to get his big bird to roost in one of the dreaded trees. It took some time to find and hadn't been recovered by the end of the contest.

Open glider was contested by the usual suspects, some of whom are prepared to fly anywhere and in any conditions if there is a pub within 5 miles. Good guys. John Bailey won from the currently in-form Roger Heap with quite low fly-off times. John Cooper had mangled two models and didn't contest the fly-off.

Open Vintage had the usual mix of rubber, glider and power. Graham Shacklock's power model lost a wheel causing a change to the glide and dropped his second flight. John Leitch passed over the fly-off. Chris Strachan won with his Lanzo as the previous year. Dennis Davitt DT'd to avoid the possibility of flying into the lake. It was at a great height when it DT'd and looks as though it would have done twice the time recorded.

Coupe had been relegated to a three flight affair and so dropped it out of the Coupe league reckoning. This showed up the weakness of earlier attempts to get all Coupe contests on a three flight basis as, apart from three novices, everyone maxed. Trevor Grey narrowly beat Pete Woodhouse in the fly-off.

There had been some indecision re the finish time. It was eventually settled as 6.00pm with fly-offs and prize giving going on until 7.30pm. By this time it was mainly the prizewinners and their helpers who remained to share the spoils. The prizes themselves were ok but the trophies look a bit tatty and I doubt whether most people want this form of perpetual trophy. Overall the people who attended seemed to enjoy themselves but it would be nice to hear from the people who decided to pass over this event and find out why they didn't come. Answers on a postcard (or preferably an e mail to ralph@sparrow.freeserve.co.uk).

We thought that numbers were down this year so I had a look back at previous years. 1998 there were 91 entries, '99 / 65, 2000 / 63, '01 foot & mouth, '02 / 49, '03 / 48, this year there were 42.

Open Glider 8 flew

1	J Bailey	7.30+2.39
2	R Heap	+1.55
3	J Cooper	+DNF
4	W Colledge	6.33
5	G Peck	6.13
6	T Page	5.56

One Flight Open Rubber

1	G Ferer	19.14
2	W Hodgkinson	18.32
3	G Shacklock	8.34
4	J O'Donnell	4.56
5	T Dobson	4.09

Combined Power 12 flew

1	F Rushby	9 sec	7.30+5.17
2	M Sibson	9 sec	+3.51
3	G Shacklock	11 sec	+3.37
4	R Kenwood	9 sec	+4.10
5	S Barnes	7 sec	7.19
6	P Lang	30 sec	7.06

Open Vintage 9 flew

1	C Strachan	7.30+5.50
2	D Davitt	+4.20
3	F Rushby	+0.10
4	J Leitch	+DNF
5	G Shacklock	6.58
6	I Davitt	6.43

Coupe 8 flew

1	T Grey	6.00+3.07
2	P Woodhouse	+3.03
3	D Davitt	+2.40
4	G Ferer	+2.22
5	P King	+DNF
6	I Davitt	5.50

MARTIN GREGORIE

As many of you will know, Martin Gregorie has been seriously injured in a gliding accident. We are grateful to Ken Faux for the following update, dated August 27th:

Kiwi was taking part in a glider competition when he crashed his ASW20. Nobody saw the actual crash and Martin has no recollection at all of the day. He was seen on the ground by another club member who landed in an adjacent field and called the emergency services. The air ambulance from John Radcliff Hospital, Oxford, arrived in about 15 minutes. Had it been much longer Martin might not be with us now. He sustained very serious damage to his legs, broken ribs, and other injuries. He has had several large operations to rebuild his legs, the most recent being one yesterday, which lasted more than eight hours. He has made good progress after the previous operations but we do not yet know the outcome of yesterday's session. Paul Chapman and I visited him on the 25th and found him in good spirits and with a very determined and positive attitude. He needs the support of all his many friends around the globe to help him get mobile and in a glider again.

For now, cards are best sent to his sister at the following address. Martin Gregorie, c/o Jane Berisford, Ridley House, Cold Aston, Cheltenham, Gloucestershire, GL54 3BJ

NEWS FROM BMFA FF TECH COMMITTEE

1. European and Junior World Championships 2004

The GBR teams, managers and supporters are to be congratulated upon their achievements at the recent European Championships, and especially the F1C team taking Team Gold with John Cuthbert 3rd, Peter Watson 4th and Stafford Screen 8th, and also the Bronze in F1B.

The World Junior championships were flown in unexpectedly unfavourable conditions at Poutou; muggy for the F1A, wet and windy for F1B, and wet with gales for F1J/P. Our junior competitors did very well in such trying conditions, and especially Daniel Billam who placed 9th overall.

2. Nominations for FFTC

It is time to consider nominations for a position on the FFTC. Please contact your club secretary for the nomination papers.

Chris Strachan, Mike Woodhouse and Dave Clarkson continue for their second year in this term of office, John Carter is likely to put his name forward for re-election, but Peter Tribe and Krissy Best are stepping down.